



STATUS: The rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has nearly completed the major overhaul of the 364 Breda rail cars. WMATA has also incorporated other significant rehabilitation projects for rail related infrastructure.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Federal funds received by WMATA directly are now being shown as 'Other' funding. While the cost increased \$110.7 million due to the addition of funds in FY 2008, the increase was not as high as FY 2008 due to cuts taken as part of the national economic slowdown..

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				2005.....2006.....2007.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	801,848	281,490	59,580	68,588	78,038	92,276	102,730	119,146	520,358	0
Total	801,848	281,490	59,580	68,588	78,038	92,276	102,730	119,146	520,358	0
Federal-Aid	74,900	2,825	6,272	7,392	14,280	14,280	14,851	15,000	72,075	0

A total of \$479 million in Federal funds are received directly by WMATA. There are \$74.9 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.
8003, 8004

PROJECT: Metrorail Equipment Rehabilitation and Replacement

DESCRIPTION: Projects included as part of this program are: overhaul and replacement of rail car subsystems, renovation of station structures and equipment, purchase of rail support equipment, and right-of-way maintenance.

JUSTIFICATION: Sections of the Metrorail system are now over 25 years old. Various rail car components and station equipment are wearing out and are in need of renovation and replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement criteria are based on industry replacement cycles.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metrorail Construction - Line 1
Metrorail Debt Service Payments - Line 3

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalP	479,032
CO	2003	CMAQ	72,075